

IN THE CLAIMS:

1. (Currently Amended) A speed change ratio control unit for a continuously variable transmission which converts input rotation into output rotation in continuously changing speed manner through controlling a step motor as a driving actuator for a speed change control valve ~~is characterized in comprising:~~

an input rotation detection means for detecting said input rotation;

an output rotation detection means for detecting said output rotation;

an actual speed change ratio calculation means that calculates actual speed change ratio from said input rotation detected and said output rotation detected;

a step-out determination means which compares a step position (**ASTP**) of said step motor stored by said speed change ratio control unit and a step position (**BSTP**) of said step motor corresponding to said calculated actual speed change ratio at every predetermined operation cycle, and if **ASTP/BSTP** is satisfied determines that a step-out has occurred on said step motor;

a step-out correction means that when a step-out is determined by said step-out determination means corrects said **ASTP** so as to reduce a difference between said **ASTP** and **BSTP**; and

a drive means for said driving step motor using said corrected **ASTP**.

2. (Currently Amended) The speed change ratio control unit for a continuously variable transmission according to claim 1, wherein said step-out determination means ~~is characterized in determining~~ determines a step-out of said step motor when a step-out determination condition that hydraulic pressure is in a state capable of realizing a speed change ratio corresponding to a step

position (ASTP) of said step motor stored in said speed change ratio control unit is satisfied, on an occasion of step-out determination.

3. (Currently Amended) The speed change ratio control unit for a continuously variable transmission according to claim 1, wherein said step-out determination means ~~is characterized in determining~~ determines a step-out of said step motor when a step-out determination condition that an alteration of the speed change ratio is a predetermined value or less is satisfied, on an occasion of step-out determination.

4. (Currently Amended) The speed change ratio control unit for a continuously variable transmission according to claim 1, wherein said step-out determination means ~~is characterized in determining~~ determines a step-out of said step motor when a step-out determination condition that acceleration or deceleration is a predetermined value or less is satisfied, on an occasion of step-out determination.

5. (Currently Amended) The speed change ratio control unit for a continuously variable transmission according to claim 1, wherein said step-out determination means ~~is characterized in determining~~ determines a step-out of said step motor when a step-out determination condition that braking is not being operated is satisfied, on an occasion of step-out determination.

6. (Currently Amended) The speed change ratio control unit for a continuously variable transmission according to claim 1, wherein said step-out determination means ~~is characterized in determining~~ determines a step-out of said step motor when a step-out determination condition that a lever is not being operated by a driver is satisfied, on an occasion of step-out determination.

7. (Currently Amended) The speed change ratio control unit for a continuously variable transmission according to claim 1, wherein said determination means ~~is characterized in~~

~~making~~ makes said determination when ~~all~~ the conditions set forth ~~in claims 2 to 6~~ below are satisfied:

hydraulic pressure is in a state capable of realizing a speed change ratio corresponding to a step position (ASTP) of said step motor stored in said speed change ratio control unit is satisfied, on an occasion of step-out determination,

an alteration of the speed change ratio is a predetermined value or less is satisfied, on an occasion of step-out determination,

acceleration or deceleration is a predetermined value or less is satisfied, on an occasion of step-out determination,

braking is not being operated is satisfied, on an occasion of step-out determination, and

that a lever is not being operated by a driver is satisfied, on an occasion of step-out determination.